

Shelbyville Road Beautification and Safety Project

# Final Recommendations Acknowledgements

#### **Municipal Partners**

Metro Louisville: Hal Heiner, District 19 Councilman

Middletown: Mayor Byron Chapman

<u>City of Anchorage</u>: Mayor W. Thomas Hewitt <u>City of Douglas Hills</u>: Mayor Warren C. Walker

#### **Neighborhood Partners**

Copperfield Lake Forest Beckley Woods

#### **SBSP Task Force**

Diane Cook, resident, Anchorage

Ron Snellen, commissioner, Middletown Robert Robinson, mayor, Woodland Hills

Gary Edelen, president, Beckley Woods Homeowners Association Ron Bekebrede, treasurer, Copperfield Homeowners Association Dick Richard, member, Louisville Metro Planning Commissioner

Sushil Gupta, member Lake Forest Advisory Council

Judy Francis, president and CEO, Middletown Chamber of Commerce Mary Littrell, member, Middletown Chamber of Commerce, and vice president of the Middletown branch of Bank One

John Hassmann, chair-elect, Middletown Chamber of Commerce, and owner of Taste of Kentucky

Victoria Coombs, Floyd Fork area field representative for MSD

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Charles Cash, director, Louisville Metro Planning and Design Mark Adams, county engineer, Louisville Metro Public Works John Fischer, assistant director, Louisville Metro Development Authority

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#### Introduction

The Shelbyville Road/US 60 corridor has always been a vital artery in Metro Louisville's circulation system. For many years the corridor was considered the only viable link between Louisville and points east. Today it can be viewed as a 3 dimensional time line, marking the course of Metro Louisville's' development as it moved away from the central city. The segment of Shelbyville Road from Blankenbaker Parkway to the Gene Snyder Freeway, the subject of this study, is clearly indicative of changing development patterns over time. One notable example is the Middletown bypass, which represents a vast majority of the study area. Its construction in the 1930's spared the historic structures of downtown Middletown but opened the door for the rapid, inconsistent pattern of development that challenges us today.

For years, this stretch of corridor provided the surrounding suburban communities with their daily retail needs. The completion of the Gene Snyder Freeway however, changed the character of this area, not only encouraging new residential development to the west, but also creating opportunities for more regional serving retail and industrial markets.

Rapid growth that began in the 1980's, particularly along the western half of the study area, left an intelligible mark. Changing market demand and retail competition has resulted in vacancies at highly visible locations. When combined with increased use and general wear and tear, over the course of time these changes have taken their toll on the corridor and its overall appearance and functionality.

The stated goals of the Shelbyville Road Beautification and Safety Project (SBSP) are to promote business growth and community pride within the area through streetscape enhancements, beautification of the area, and address public safety issues such as drainage, infrastructure, and pedestrian access.

# **Planning Process**

The SBSP Streetscape Plan was initiated by Louisville Metro Councilman Hal Heiner in response to comments and concerns voiced by residents who lived and/or worked in close proximity to the corridor. As part of Louisville Metro's neighborhood planning initiative, Planning and Design Services, the City of Anchorage, and the City of Middletown joined together with the property owner associations of Lake Forest, Copperfield, and Beckley Woods to fund a master planning strategy on the issue. A project Task Force was established in May to oversee the project and see that it reflects the issues and challenges special to this portion of Shelbyville Road. The consulting firm Gresham, Smith and Partners was selected as the planning consultant for the project and began work in June of 2003.

The planning process that was followed in developing the final recommendations for the corridor is summarized below:

#### **BASE LINE PLANNING INVENTORY**

A base line inventory of the corridor was completed using LOJIC data, agency records, field observation, and information gathered through the public participation process. The inventory included information pertaining to:

- Existing curb cut, sidewalk and crosswalk locations and typical dimensions
- Typical lane and shoulder widths and edge of pavement conditions
- Location and condition of drainage swales/inlets
- Location and condition of open drainage swales
- Existing problem drainage areas (as evidenced by visual observation)
- Existing public amenities including street lighting, benches, and TARC facilities
- Right-of-Way landscaping including street trees and vegetative screens planted immediately adjacent to the right-of-way

The inventory information was then analyzed to identify opportunities and constraints specific to circulation, drainage, and visual quality issues.

#### Circulation

Existing pedestrian and vehicular circulation patterns were reviewed to identify gaps and conflicts including identifying portions of sidewalk in need of repair or replacement, and curb cuts that could be eliminated, consolidated, narrowed or that would best be relocated. Opportunities for traffic management improvements such as turn lane movements were also considered based on on-site observation. The analysis also evaluated existing pedestrian crossings and where additional crossings might be needed.

#### <u>Drainage</u>

All existing surface drainage systems within the study area were analyzed to identify areas of concern and recommend specific improvements or revisions to each drainage problem. There is currently no existing drainage plan for the project corridor. The existing drainage is primarily made up of open swale ditches and closed flow systems. The consultants coordinated with the Kentucky Transportation Cabinet (KYTC) staff to determine opportunities for drainage improvements such as piping ditches into a closed system and improving existing inlet conditions in an effort to provide for a more efficient and aesthetically pleasing corridor.

#### Visual Quality

The GS&P Team completed a visual assessment of the study area to aid in shaping a unique identity for the area. The visual quality analysis included building setback/placement, shoulder width/tree placement impacts, overhead utility line placement, general location and functionality of signage, and the placement and style of existing streetscape amenities. The GS&P Team coordinated with KYTC and P&DS staff to determine opportunities for placement of street trees and streetscape amenities.

#### STREETSCAPE PLAN

The GS&P Team shall prepare a schematic Streetscape Plan to enhance visual quality, and improve drainage and vehicular/pedestrian circulation. The Streetscape Plan addressed:

• The style and placement of public amenities including benches, bike racks, trash receptacles, and lighting. Opportunities for public gathering such as a small roadside park were reviewed and preliminarily designed.

- The placement and general design of landscape beds, parking screening, street trees and other landscaping.
- Pavement and pavement edge treatments to improve safety and pedestrian/vehicular accessibility.
- Roadside drainage improvements to increase safety and visual quality.
- Sidewalk improvements including the location of new sidewalks, extension and/or repair of existing sidewalks, and recommendations for sidewalk materials, widths and other design considerations.
- Ways to make pedestrian linkages more pedestrian friendly and aesthetically pleasing.
- The general treatment and style of signage to improve effectiveness and create a more coherent appearance for the area
- Suggested maintenance scheduling for landscaping, street cleaning, litter pickup, street lights and street furnishings. The GS&P Team will meet with the agencies and/or municipalities currently responsible for maintenance of the corridor to identify opportunities for cost sharing/coordination of efforts.
- Provide preliminary construction cost estimates for the each of the four phases of the project.

#### **PUBLIC PARTICIPATION**

Public participation is critical to the success of any master planning process. The GS&P Team conducted a variety of public meetings in an effort to keep the community informed throughout the process. These meetings included:

February 24<sup>th</sup> – Initial Task Force Meeting to determine project goals

July 1<sup>st</sup> – First Public Meeting to present project goals and identify other community issues

August 27<sup>th</sup> - Middletown Chamber of Commerce meeting to present project goals

September 2<sup>nd</sup> – Second Task Force meeting to present draft plan

September 22<sup>nd</sup> - Public meeting to present draft plan

December 1<sup>st</sup> – Third Task Force meeting – to present Final Plan draft

In addition to the public meetings, information about the project was highlighted during the Middletown Fair held September 12<sup>th</sup> through 14<sup>th</sup>. There was also significant coverage of the project throughout the process by local news media including the Courier-Journal newspaper and Fox 41 News.

#### **GENERAL RECOMMENDATIONS**

There were several issues in which recommendation were made that applied to the entire length of the corridor. Those issues included the need for: better roadside maintenance; curbs to improve the appearance of the roadway edge; a unified landscape treatment to screen adjacent parking areas, provide continuous pattern of street trees, and create more green space; continuous sidewalks to create a functional pedestrian system, and; better roadside drainage treatments to eliminate potential hazards and improve visual quality. Those comments are shown on every sheet while there are specific comments that follow for that particular piece of the corridor.

Most of the general recommendations for the corridor have been conveyed through cross sections which depict the preferred dimensions and spacing of the roadway elements. Two preferred cross sections were developed. One section shows recommendations for the more restrictive conditions found in the older section of the corridor (approximately west of Evergreen Road) were the existing pavement is narrower and development is much closer to the road. The other cross section depicts recommendations for the section of corridor roughly east

of Evergreen Road and is consistent with the improvements planned by the Kentucky Transportation Cabinet for the proposed Gene Snyder interchange improvements. (See Preferred Sections – Page 4).

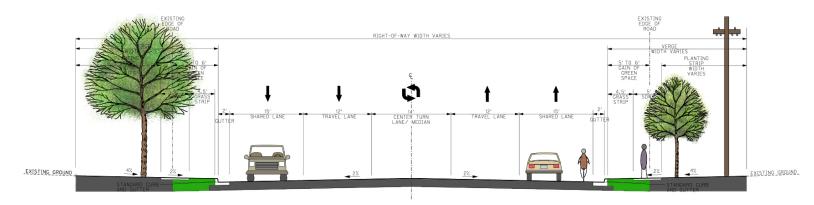
General recommendations have also been provided on each of the Area Specific Recommendations plan sheets described below.

#### AREA SPECIFIC RECOMMENDATIONS

The study corridor was divided into 11 sub-sections for the purpose of addressing more site specific recommendations. The following pages show the specific recommendation comments as well as the associated plan sheet. Improvements to Shelbyville Road being proposed in conjunction with the future reconstruction of the Gene Snyder interchange are shown in gray beginning on page 25 and concluding on page 29. These improvements, while being implemented (and funded) separately as a Kentucky Transportation Cabinet capital project, were still evaluated as part of this effort to ensure that all future corridor improvements occur in a unified fashion.

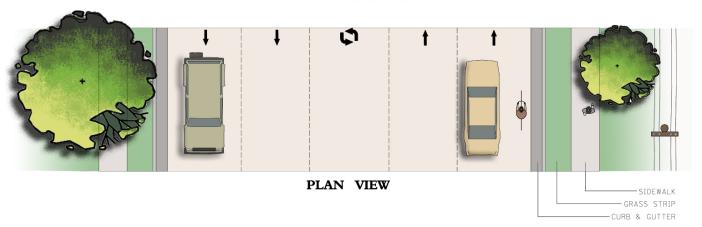
The area specific recommendations have been made based on preliminary information concerning each site and the ways in which they function on a day to day basis. The text and accompanying illustrations provided should be viewed as conceptual, conveying general ideas about how the proposed recommendations may be applied to each site. The symbols shown on each of the plan sheets indicate the type of recommendation proposed and the approximate location, spacing, and quantities needed. The final design and construction of any improvements would be done in conjunction with the adjacent land owners, utilities, as well as city and state agencies. More detailed information such as the actual location of utilities, property lines, access points, and drainage structures will also be needed prior to any final design.

The plans contained within this report are only conceptual in nature. They show where the needs are and what changes are recommended. The conceptual perspectives are to give one an idea how the improvements would appear along the study area. These are by no means a final design or specific improvements, but show how the improvements will dramatically enhance the properties on Shelbyville Road in the Middletown area

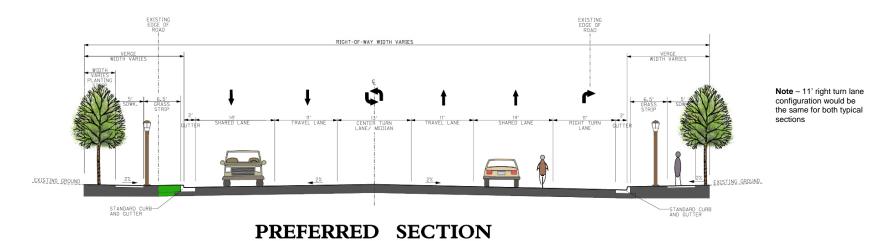


# PREFERRED SECTION

#### EAST OF EVERGREEN



Note – Final design for accommodating bicycle traffic (shared wide outside lane or striped, dedicated lane) will be determined during design development phase of the project based on final recommendations by the review/approval agencies.



WEST OF EVERGREEN

# Area Specific Recommendations

#### **General Recommendations:**

- Shoulders should be reclaimed as green space except at street intersections or entrances to heavy traffic generators such as shopping centers or office buildings. In these situations the existing shoulder should be maintained for use as a de-acceleration lane or a right turn lane.
- Curb and gutters are recommended for the length of the corridor to control drainage and provide a clean-looking roadway edge.
- Continuous sidewalks are recommended for the length of the corridor on both the north and south sides.
- A verge or grass strip is recommended between the edge of pavement and the sidewalk as a psychological barrier between vehicles and pedestrians.
- Street trees should line Shelbyville Road while a 3' high shrub edge should screen parking areas. Plant size and selections will correspond with utility concerns and traffic safety.
- The typical design standards for all business entrances (existing and proposed) should be a 30' width with 10' minimum/30' maximum turning radii.
- Adjacent small businesses should, where possible, use a shared access. Shared access should be 36' wide (18' on each lot) to eliminate the need for cross access agreements.
- Where appropriate, use a suitable, contrasting paving material for the center lane to create interest and reduce the visual impact of the overall roadway width.

#### **Recommendations - South Side:**

# Former Cellular Mall to Mona's Pet X-ing

- The entrance between the Cellular One property and the Hitching Post, as well as the entrance in front of Mona's Pet X-ing, could be closed by connecting the parking areas to each other. It would increase safety and available landscape areas. Cross access agreements would need to be negotiated between these private property owners.
- A landscaped center median is recommended for a portion of the center turn lane to help establish a visual gateway for Middletown at Blankenbaker Parkway.

#### Middletown Animal Clinic to Mark's Feed Store

- The right turn lane southbound onto North Watterson Trail should be increased to a standard lane width and the radius increased to meet Kentucky Transportation Cabinet (KYTC) standards.
- The present crosswalks should have accessible landings at all corners.

#### Carby's Car Wash to Tattoo Charlie's

- The entrance in front of Carby's could be closed by connecting the parking area with Tattoo Charlie's. It would increase safety and available landscape areas.
- The open pit where two drain pipes meet in front of Carby's Car Wash should have a new junction box constructed. The storm water structures would be covered to create a new landscape area.
- Tattoo Charlie's entrance width should be reduced to meet KYTC standards.

## Recommendations - North Side:

#### Blankenbaker Road to G & L Automart

- G & L Automart entrance width should be reduced to meet KYTC standards. The entry should be placed as far east of Heritage Trail as possible.
- Existing shoulder should be used to create an open bus bay for the existing TARC stop.
- New storm water pipe should be installed from just west of Heritage Hill Trail east to improve drainage.



Conceptual view of G & L Auto with proposed improvements shown



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#### **Recommendations - South Side:**

## Scheller's Fitness & Cycling to Willis Klein

- The existing wide curb should be reconstructed as a standard sidewalk for pedestrians.
- The entrance off of Harrison Avenue should be studied to reduce potential conflicts with traffic.
- A crosswalk at Harrison Avenue is proposed to upgrade the intersection.
- Design all improvements so the number of existing parking spaces on-site is not reduced.

## Highland Cleaners to Evergreen Animal Hospital

- Separate entrances for Highland Cleaners and Heavenly Hams can be combined into a shared entrance between the buildings. It would increase safety and available landscape areas.
- The wide entrance in front of the Factory Paint Outlet should be reduced to Kentucky Transportation Cabinet (KYTC) standards.

- The deli/Evergreen Animal Hospital entrances should be narrowed to become a single shared entrance to increase safety and available landscape areas.
- The open pit where two pipes meet in front of Prestige Car Wash should have a new junction box constructed. The storm water structures would be covered to create a new landscape area.
- A larger radius for right turns from Shelbyville Road on to Madison should be added to increase traffic safety.
- A complete set of crosswalks are recommended for Madison and Shelbyville Road.
   Maintenance of crosswalk light and analysis of the signal timing should be completed to improve the function of the crosswalks.

#### Bluegrass Muffler to the Residence

- Existing shoulder would be used to create an open bus bay for the existing TARC stop in front of Bluegrass Muffler.
- Existing ditches should be replaced with storm water pipes and inlets to improve drainage from the intersection of Madison east.

#### Recommendations - North Side:

#### Old Harrods Creek Avenue to North Madison

- Existing shoulder in front of the retail center by Old Harrods Creek Road should be used to create an open bus bay as a part of a proposed TARC stop.
- A crosswalk at Old Harrods Creek Avenue is proposed to upgrade the intersection.
- Explore need for the center entrance to the retail center located west of Old Harrods Creek Road. Construct a TARC bus bay in front of the center to serve the area.

#### Green space east of North Madison Avenue intersection

- Existing shoulder at the northwest corner of Madison and Shelbyville should be used to create an open bus bay for the proposed TARC stop. Racks for periodicals should be contained in a designated location at the TARC stop.
- A pedestrian park is recommended for the north east corner of Madison and Shelbyville Roads to provide a focal point along the corridor by opening up views to the Beargrass Creek tributary.
- A new underground drainage structure is recommended to eliminate steep banks along an existing ditch line.



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#### **Recommendations - South Side:**

## Village Square to Gerlach Family Dentistry

- Eastern most entrance to former BP gas station should be eliminated.
- The entrance to Homemade Pies should be reduced to meet Kentucky Transportation Cabinet (KYTC) standards.
- Existing ditches should be replaced with storm water pipes and inlets along the south side of Shelbyville Road throughout the majority of this section of corridor to lessen standing water and visual distractions.
- The shoulder in front of the Pond Store should be preserved to accommodate the existing TARC stop.

#### Big O Tires

• Access to Big O Tires should be reduced to a single access point along Shelbyville Road.

#### **Recommendations - North Side:**

#### Bliss Avenue to Furrows

- Crosswalks are recommended for both Bliss and Linney Avenues.
- The open pit where two pipes meet in front of Pepperwood BBQ should have a new junction box constructed. The storm water structures would be covered to create a new landscape area.
- The multiple access points serving Pepperwood BBQ and DJS Decorating should be consolidated into a single shared access meeting KYTC standards. A portion of the right-of-way would be used for landscaping.
- The exclusive Ken Towery entrance off of Shelbyville Road should be eliminated leaving one access shared with Valvoline Oil as well as an access from Linney Avenue.
- Existing shoulder in front of Pepperwood and the medical offices west of Furrows should be preserved to create an open bus bay for TARC stops.



Conceptual view of Dairy Queen with proposed improvements



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# **Recommendations - South Side:**

## BP to Speedway

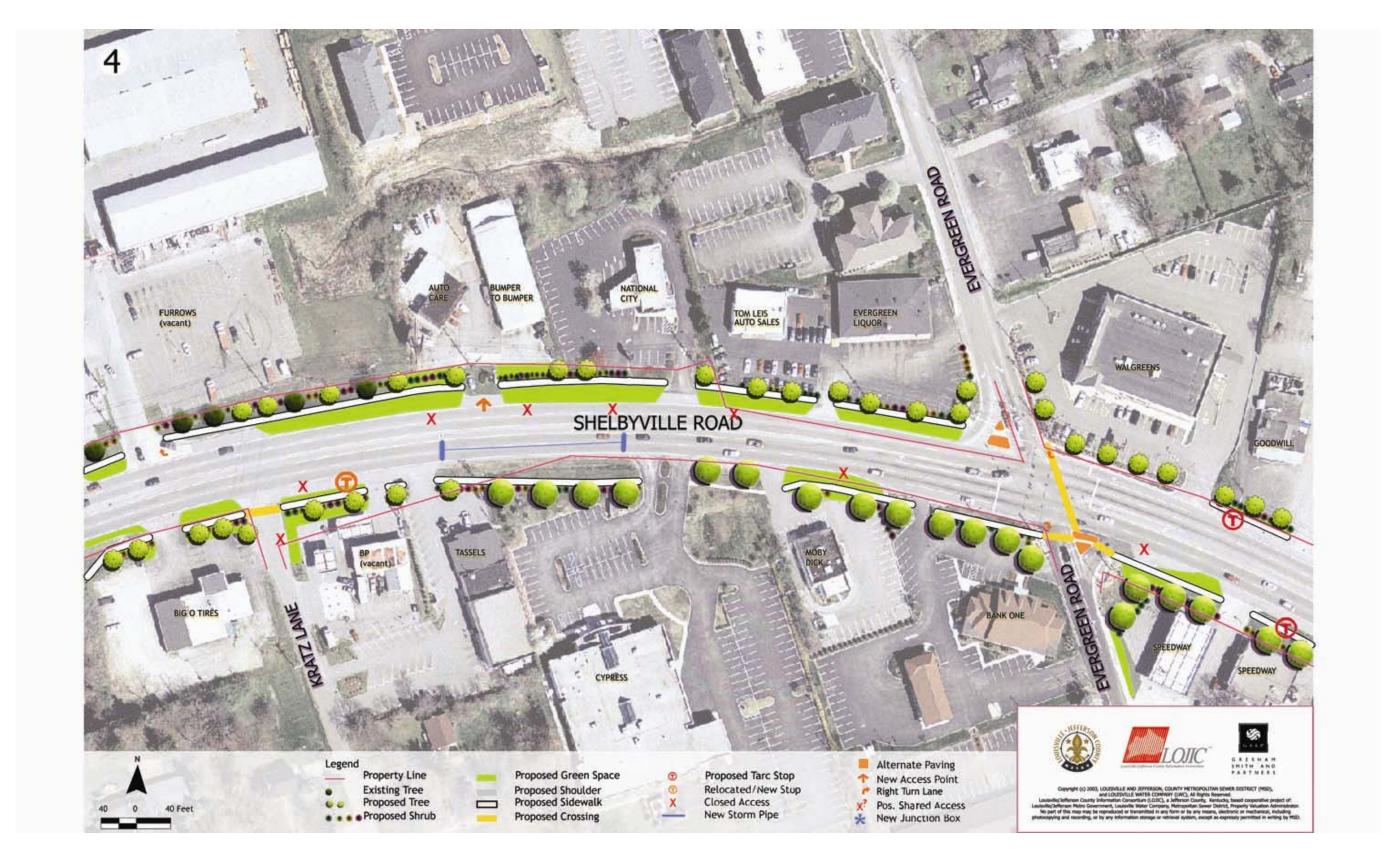
- Crosswalks at Shelbyville Road and Evergreen Road should be improved in all directions.
- Existing shoulder in front of the former BP should be used to create a bus bay for the proposed TARC stop.
- The entrances to the former BP nearest the intersection from both Shelbyville Road and Kratz Lane should be eliminated. All remaining entrances should be reduced to meet Kentucky Transportation Cabinet (KYTC) standards.
- Existing ditches should be replaced with storm water pipes and inlets in front of Tassels.
- One entrance in front of the Moby Dick should be eliminated and the remaining entrance narrowed to meet KYTC standards.

#### **Recommendations - North Side:**

#### Auto Care to Walgreen's

- The two entrances serving in Auto Care and Bumper to Bumper should be reconstructed as a single shared entrance in order to increase safety and available landscape areas.
- The western most entrance to National City Bank should be eliminated in order to increase safety, the bank's parking and available landscape areas.





Shelbyville Road Beautification and Safety Project

# **Final Recommendations**

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## **Recommendations - South Side:**

## Speedway to Middletown Plaza

- The wide entrance in front of Speedway should be eliminated in order to increase safety, the convenience store's parking and available landscape areas. Their remaining entrances should be reduced to KYTC standards.
- Curb improvements, maintenance, and storm water piping should improve the storm water drainage in front of Middletown Plaza.

## Recommendations - North Side:

#### Goodwill to Standiford Field

■ The wide entrance in front of Goodwill should be reduced in order to increase safety, the business's parking and available landscape area.

- Roadside cleaning of silt should improve aesthetics, pedestrian usage, and vehicular safety.
- The wide entrances in front of the Karina's Jewelers/Formula One Window Tinting can become a shared entrance that meets the KYTC standard width. It would increase safety and available landscape areas.
- Crosswalks should be installed just past Standiford Field at the access road for safety purposes.

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# **Recommendations - South Side:**

## Middletown Plaza to Middletown City Hall

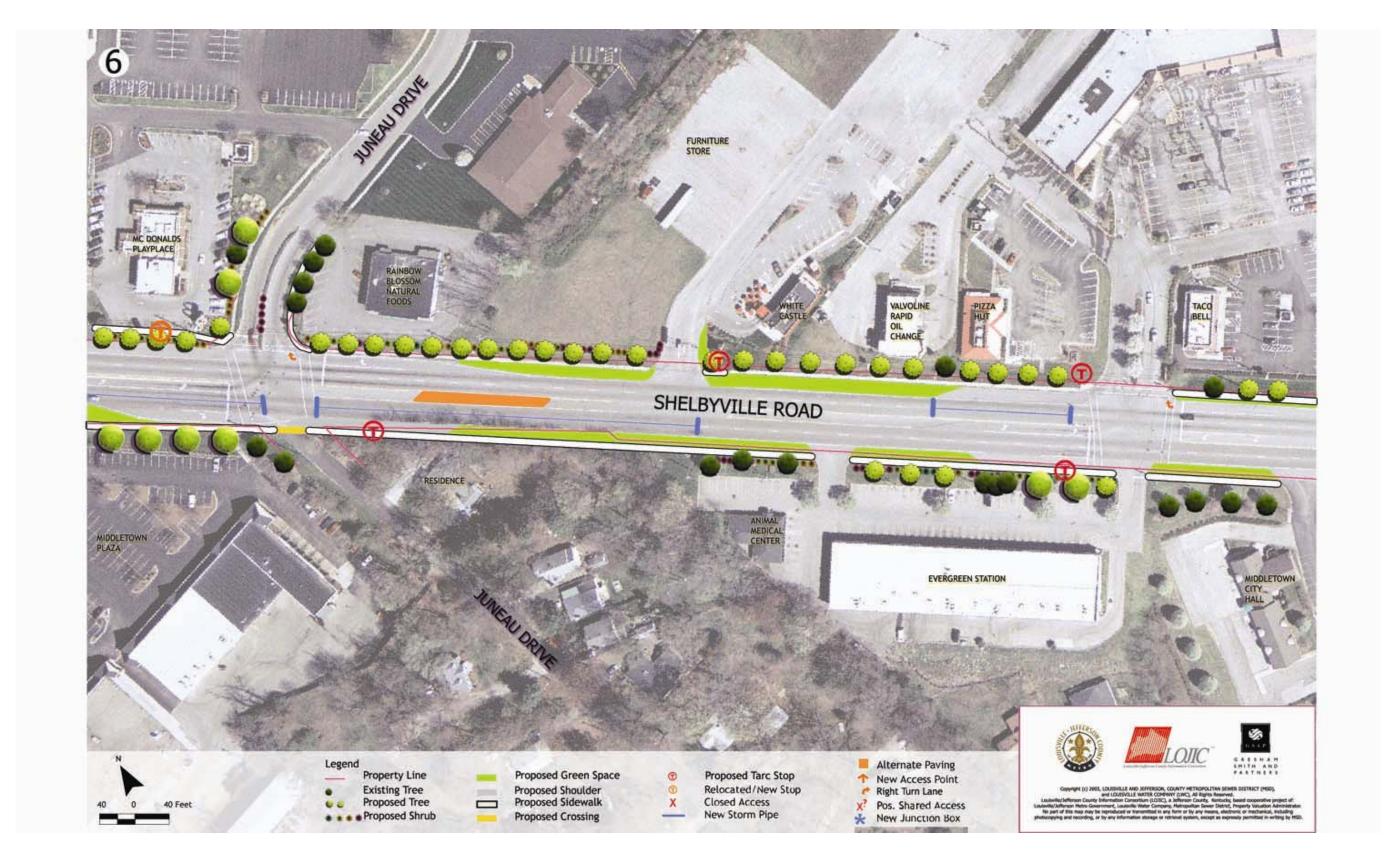
- Storm water pipe should be installed along Shelbyville Road from Juneau Drive to Evergreen Station. It should provide room for other improvements with an adequate distance from traffic.
- A better TARC stop, curbs and sidewalk should allow for pedestrians to safely wait and board busses.
- A crosswalk at Juneau Drive will provide better access to the TARC stops by bus riders, including students.

## Recommendations - North Side:

McDonalds to Taco Bell

- Existing shoulder would be used to create an open bus bay for the existing TARC stop in front of McDonalds.
- The wide entrance in front of the furniture store and White Castle should be reduced in order to increase safety and available landscape area.
- New storm water pipe in place of the existing roadside ditch near Pizza Hut will improve the drainage and aesthetics along the Shelbyville Road corridor.





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## **Recommendations - South Side:**

## Middletown City Hall to Michel Tires Plus

- The wide entrance in front of Chevron should be reduced in order to increase safety, the business's parking and available landscape area.
- Existing paved shoulder would be used to create an open bus bay for the existing TARC stop in front of Chevron. Gravel shoulder should be removed.
- A crosswalk at Old Shelbyville Road, across Shelbyville Road, and the access road on the other side will provide better access to pedestrians and bus riders.

#### Recommendation - North Side:

Taco Bell to Porter Paint

- Roadside cleaning of silt and other routine maintenance should improve aesthetics, pedestrian usage, and vehicular safety.
- Design and construction of storm water pipe should eliminate the existing conditions of deep channels, erosion, and wild vegetation.



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#### **Recommendations - South Side:**

#### Towne Creek Road to Access Road

- Investigate erosion problems around underground utilities and construct improvements to solve drainage/erosion problems. (The underground utilities have been exposed, creating a hazardous condition.)
- Roadside cleaning of silt and other routine maintenance should improve aesthetics, pedestrian usage, and vehicular safety.
- Design and construction of storm water pipe should eliminate the existing conditions of deep channels, erosion, and wild vegetation.
- A crosswalk at the access road, across Shelbyville Road, and Biggs Access Road on the other side will provide better access to pedestrians and bus riders.

#### Recommendations - North Side:

## Aiken Road to Biggs Access Road

- Investigate underground utilities and construct improvements to solve drainage/erosion problems. (The underground utilities have been exposed, creating a hazardous condition.)
- Entrance to the LG&E electrical substation should be reduced to the minimum width possible, with excess paving replaced by green space. The facility should be screened on all sides to reduce the visual impact as much as possible. A triple row of plantings should be provided along Shelbyville Road consisting of evergreen trees and a mix of evergreen and deciduous shrubs.



Screening in front of LG&E facility should be similar to that implemented on Plantside Drive

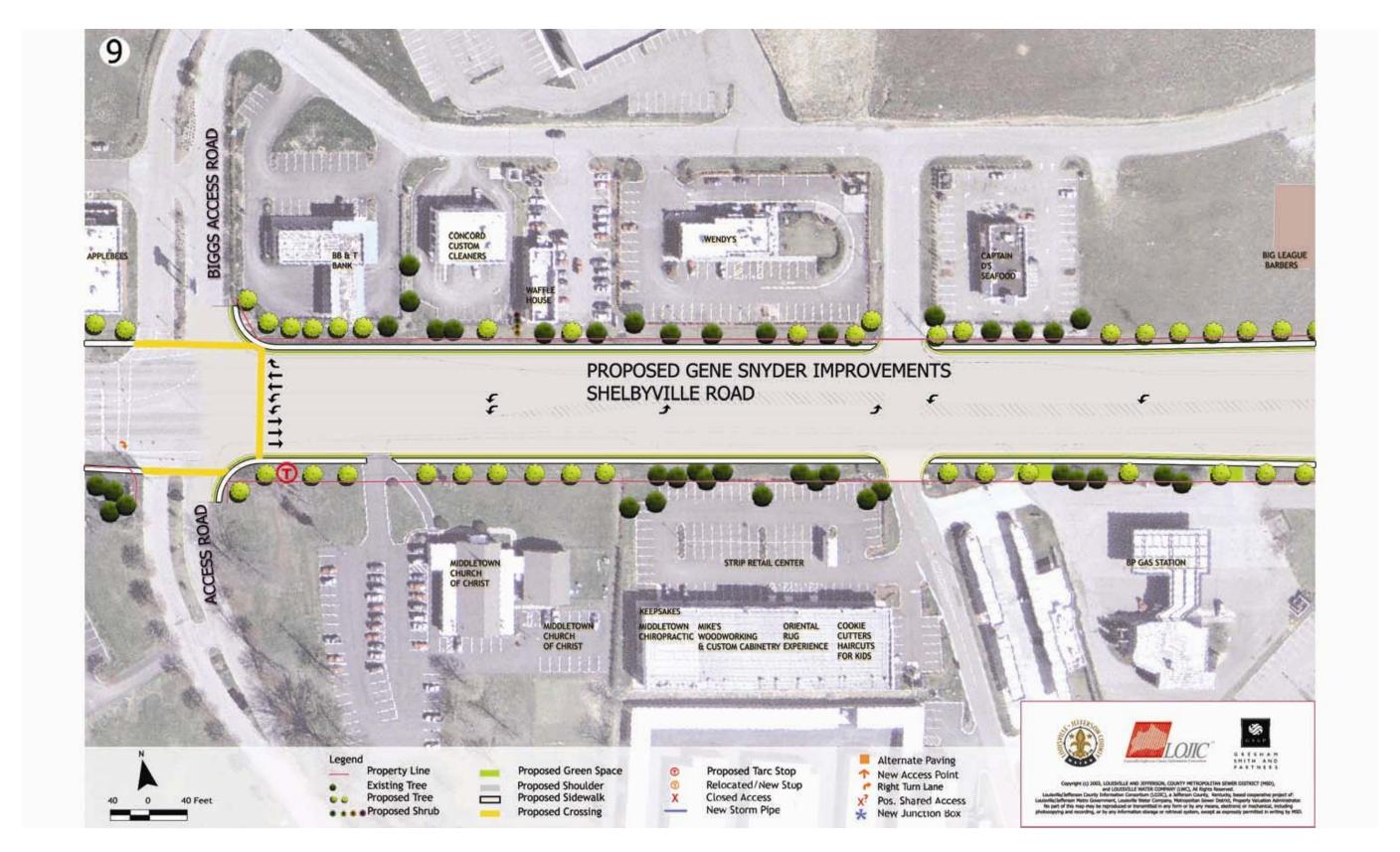


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- A verge or grass strip is recommended between the edge of pavement and the sidewalk as a psychological barrier between vehicles and pedestrians.
- Street trees should line Shelbyville Road while a 3' high shrub edge should screen parking areas. Plant size and selections will correspond with utility concerns and traffic safety.
- The typical design standards for all business entrances (existing and proposed) should be a 30' width with 10' minimum/30' maximum turning radii.
- Adjacent small businesses should, where possible, use a shared access. Shared access should be 36' wide (18' on each lot) to eliminate the need for cross access agreements.
- Where appropriate, use a suitable, contrasting paving material for the center lane to create interest and reduce the visual impact of the overall roadway width.



Example of an alternative paving material suitable for center lane median areas

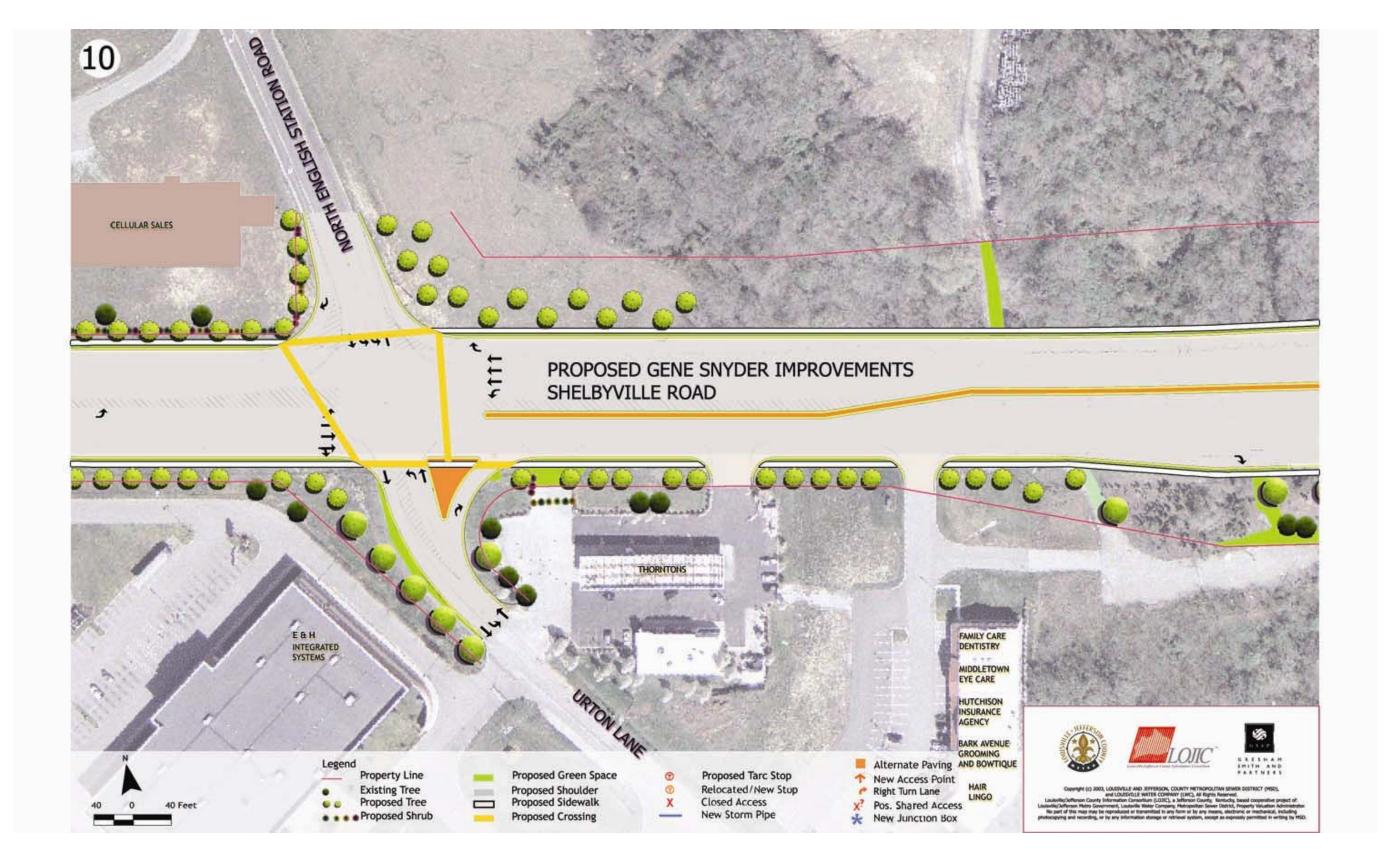


# General:

- Shelbyville Road will be reconstructed from Aiken Road to the Gene Snyder as part of the Gene Snyder road improvements. The reconstruction should include:
  - o Sidewalks for both sides of the road.
  - o Crosswalks along Shelbyville Road.
  - o Limited entrance access to improve vehicular safety.
  - o Shoulders with curb and gutter for improved drainage and ease of maintenance.
  - o A shared, outer vehicular and bike traffic lane in both directions.
  - o Increased amount of land for street trees and shrub screening.
- Where appropriate, use a suitable, contrasting paving material for the center lane to create interest and reduce the visual impact of the overall roadway width.

These improvements are contained in the preliminary proposals received from the Kentucky Transportation Cabinet.

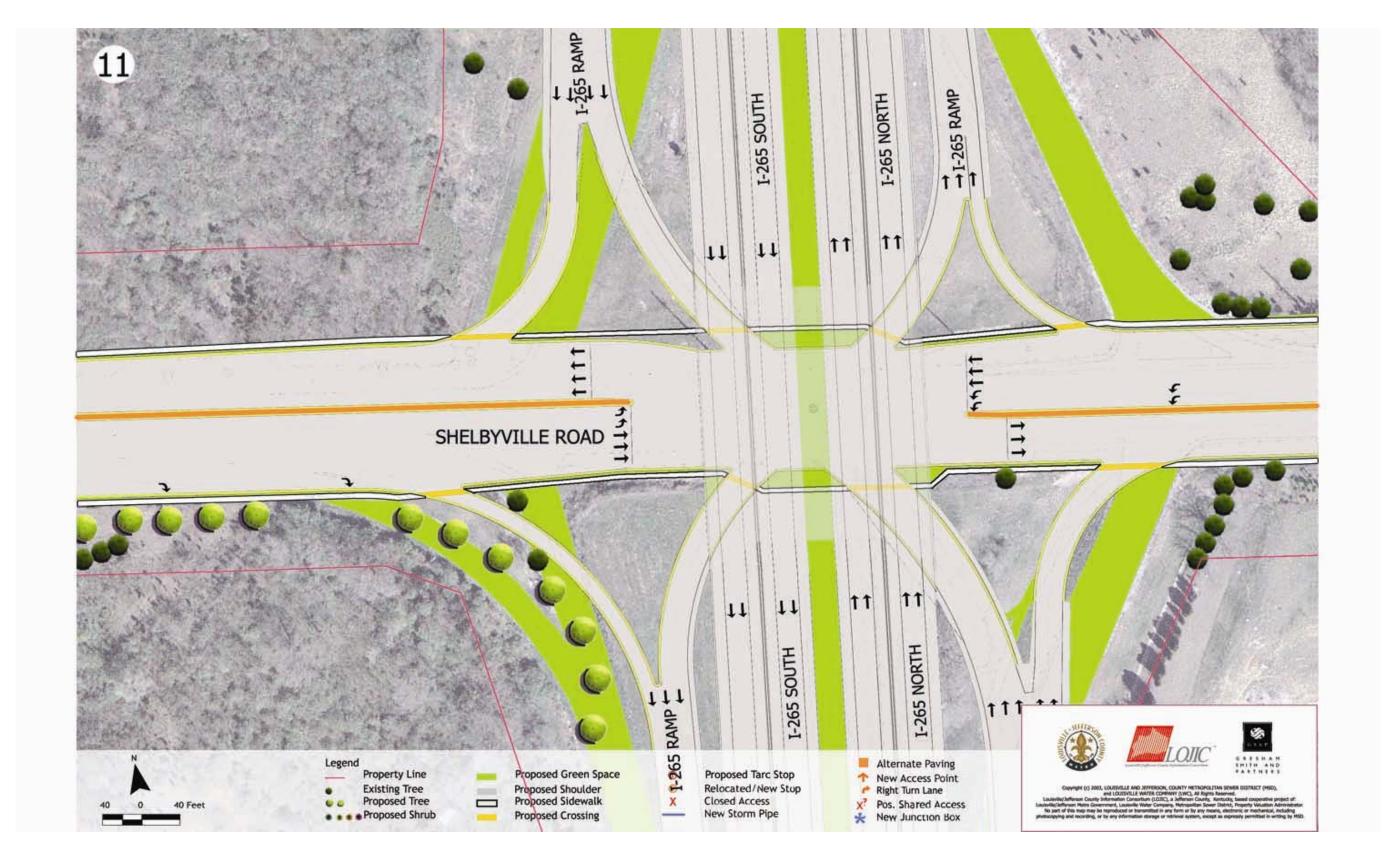




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# **Streetscape Elements**

General recommendations have been made relating to typical streetscape elements being proposed for the corridor, which include benches, trash receptacles, TARC shelters, and decorative lighting.

Benches and trash receptacles have been recommended at each existing and proposed TARC stop as well as through out the proposed pedestrian park at Madison Avenue. TARC shelters are suggested only at those stops where rider-ship volume warrants. Lighting is recommended at gateway intersections where it is important to provide a comfortable pedestrian scale as well as throughout the Madison Avenue park.

## **Options For Streetscape Elements**



The options shown below are intended to suggest the character/style suitable for the corridor. The design criteria that was considered for each of the streetscape element styles suggested was:

- Readily available products from well established manufacturers to ensure future availability of replacement parts as well as the product itself
- Materials and general design styles that would be easily maintained
- Compatible with both contemporary and traditional architecture

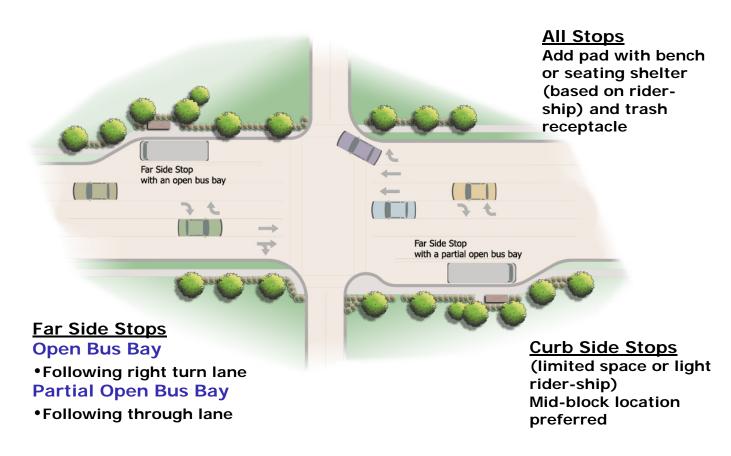
## **Options For Streetscape Elements**



#### **TARC STOPS**

There are two styles of TARC stop designs proposed for the corridor—A curbside stop and an open bus bay. The curbside stop

#### **Proposed TARC Stop Designs**



#### **SIGNAGE**

Signage plays a significant role in the visual quality of the Shelbyville Road corridor. Signage includes not only private free standing and attached business/retail signs but public roadway and informational signs as well. While most of the signage along the corridor already exists, development of new sign standards will ensure that guidelines are in place for future development and redevelopment. New sign standards would also be helpful in the event that existing businesses can be persuaded to renovate their existing signs.

Middletown is currently in the process of up-dating its sign regulations. While recommendations for detailed sign standards are not included in the scope of this plan, some basic suggestions concerning sign design and placement have been addressed.

Sign standards should allow for functionality and visual quality. Metro Louisville design standards for parkway signage should be used as the basis for new sign regulations throughout the study area. These standards call for free standing signs to be monument style rather than pole mounted. Sharing of free standing signs by adjacent uses or for large retail/mixed use centers should also be encouraged.



Public signage lacks character and functions poorly



Existing monument style project identification sign is a model for the corridor



Pole signs of varying height can create clutter and confusion



Existing example of shared signage

#### **UTILITIES**

Overhead utility lines make a significant visual impact to the visual quality of the corridor. Where funding allows and no physical or operational restrictions exist, overhead lines should be placed underground or located in a manner that creates the least visual impact. Feasibility and cost of such changes should be evaluated when ever significant roadside improvements to Shelbyville Road are implemented. In addition, underground utilities should be required for all new development or redevelopment of reasonable size that occurs along the corridor.

#### MAINTENANCE

Maintenance is a key component to the success of this project. Weeds, litter, sediment clogged gutters and inlets, un-kept sidewalks would quickly diminish the aesthetic quality and function of these proposed improvements.

The improvements proposed will be located within the Right-Of-Way as well as on private property. As a result, maintaining all of these elements along the corridor will necessitate a public and private partnership between various municipalities, government agencies, business owners, private property owners, and volunteer groups.

In the interest of public safety, the Kentucky Transportation Cabinet (KYTC) is responsible for maintaining the area from curb to curb. KYTC will need consistent, regular maintenance of the Shelbyville roadway to take care of drainage (silt build up), maintain signalized intersections (crosswalk signals), and roadway maintenance (crack/pothole repair). These routine maintenance items may require local government to provide supplemental assistance to ensure timely action. For example, street sweeping should be performed twice each month.

Maintenance of landscaping beyond the edge of the roadway should be the primary responsibility of each business or property owner. Each business and/or land owner would also need to maintain their entrances, sidewalks, and signs to see that they meet corridor standards and minimize hazardous conditions. The creation of a corridor Business Association should be explored with assistance from the Metro Louisville Development Authority and the Middletown Chamber of Commerce to help coordination of various maintenance issues.

The city of Middletown will need to care for the side roads that intersect with Shelbyville Road and improvements made to public spaces, such as any park construction. Opportunities to assist in the maintenance of public spaces can also be found from a variety of sources including

the Adopt A Highway program. Various civic or volunteer groups including area churches, scout troops, and schools can also play a role in organizing annual clean up events.

## **Implementation**

#### **COSTS**

A cost opinion was prepared for completing the final design and construction of the proposed improvements throughout the study area. This information, which includes preliminary quantity figures for each of the planned improvements, should be used as a planning tool for preliminary budgeting.

#### **TOTALS**

Item	Quantity	Unit	Unit Price	Total
5' Concrete Walk	8556	sq. yard	\$ 35.00	\$ 299,475
Curb / Gutter	17970	Linear ft	\$ 15.50	\$ 278,535
Concrete pavement	2118	sq. yard	\$ 35.00	\$ 74,130
Drain pipe	4195	Linear ft	\$ 40.00	\$ 167,800
Inlet	70	each	\$ 3,500.00	\$ 245,000
Modified Junction Box	3	each	\$ 25,000.00	\$ 75,000
Junction box	15	each	\$ 1,600.00	\$ 24,000
Asphalt removal	15739	sq. yard	\$ 5.75	\$ 90,499
Fill	5160	Cubic yd.	\$ 10.00	\$ 51,605
Seeding	16139	sq. yard	\$ 1.10	\$ 17,753
Trees	409	each	\$ 250.00	\$ 102,250
Shrubs	2261	each	\$ 75.00	\$ 169,575
Bus shelter	12	each	\$ 2,500.00	\$ 30,000
Bench	26	each	\$ 900.00	\$ 23,400
Light	72	each	\$ 1,800.00	\$ 129,600
Trash receptacle	53	each	\$ 700.00	\$ 37,100

		Pre-Contingency Cost	\$ 1,815,722	
Contingency	15%		\$ 272,358	
Design Fee	12%		\$ 250,570	
		Total Cost	\$ 2,338,650	

NOTE: Contingencies and Design Fees may be less depending on start and completion dates and project phasing.

#### PILOT PROJECTS

The project study area has been divided into logical segments for the purpose of phasing future construction of the proposed improvements. One or more phases can then be implemented independently as "pilot projects" as funding permits. A preliminary cost opinion has been prepared for each of the proposed phases.

#### From East to West:

Phase	Description	Cost
Phase 1	Blankenbaker Parkway to Harrison Ave	\$270,791
Phase 2	Harrison Ave - Bliss Ave	\$396,283
Phase 3	Bliss Ave Kratz Lane	\$312,709
Phase 4	Kratz Lane - Louisville Motor Sports	\$313,540
Phase 5	Louisville Motor Sports – Taco Bell	\$471,063
Phase 6	Taco Bell – Towne Creek	\$301,974
Phase 7	Towne Creek – Gene Snyder Freeway	\$272,290
TOTAL	All Phases	\$2,338,650.00

Shelbyville Road Beautification and Safety Project